

FEDERAL ECONOMIC STIMULUS/RECOVERY FACT SHEET

Overview of Economic Impact on Maryland's Transportation Improvement Program

- In the Fall of 2008, MDOT deferred \$1.1 billion in state funds from its FY 2009-2014 program.
- Another \$1.0 billion must be deferred from capital and operating programs in transit and highways in response to the national economic climate.
- The total \$2.1 billion in deferrals has impacted priority projects in all areas of the State, and affected high-priority system preservation projects

Federal Economic Recovery Legislation

- Previously proposed Federal stimulus bills:

	Proposed Stimulus Bill	Economic Recovery Formula Funds	Distribution to Maryland	Maryland's Share
Highways	<i>H.R. 7110, "Job Creation and Unemployment Relief Act of 2008"</i>	\$ 12.8 billion	\$ 205 million	1.6%
	<i>S. 3689, "National Park Centennial Fund Act"</i>	\$ 10.0 billion	\$ 160 million	
Transit	<i>H.R. 7110</i>	\$ 3.6 billion	\$ 97 million	2.7%
	<i>S. 3689</i>	\$ 2.5 billion	\$ 68 million	
TOTAL	<i>H.R. 7110</i>	\$ 16.4 billion	\$ 300 million	1.8%
	<i>S. 3689</i>	\$ 12.5 billion	\$ 228 million	

- Transportation funding in *H.R. 7110* and *S. 3689*:
 - 100 percent federal funds (no state match);
 - Distributed by existing federal programs and formulas; and
 - Limited to:
 - "Shovel-ready" capital projects with defined scopes and cost estimates that have completed all pre-construction steps (planning, design, right-of-way, environmental documentation) and can be advertised in a short timeframe (180 days for highways, 120 days for transit in *H.R. 7110*; 180 days for highway and transit in *S. 3689*);
 - Projects in required federal capital programs and approved by regional metropolitan planning organizations (MPOs); and
 - Projects that meet federal regulatory requirements (no specific earmark requests).
- New Economic Recovery legislation will likely be:
 - Introduced soon early in the 111th Congressional Session with the support of President-elect Barack Obama and Congress; and
 - Like its predecessors, limited to "shovel ready" capital projects that are "ready-to-go" to construction and can be advertised in a short timeframe.

Impact of Federal Economic Recovery

- While the exact size and scope of the new Economic Recovery package is not yet known, infrastructure project funds must move quickly to preserve and create jobs.
- For every \$1 billion in investments in infrastructure projects, approximately 28,700 jobs are created
- Maryland's unemployment rate – 5.3% in November 2008 – is at its highest level since 1994.
- The transportation industry contributes greatly to Maryland's economy:

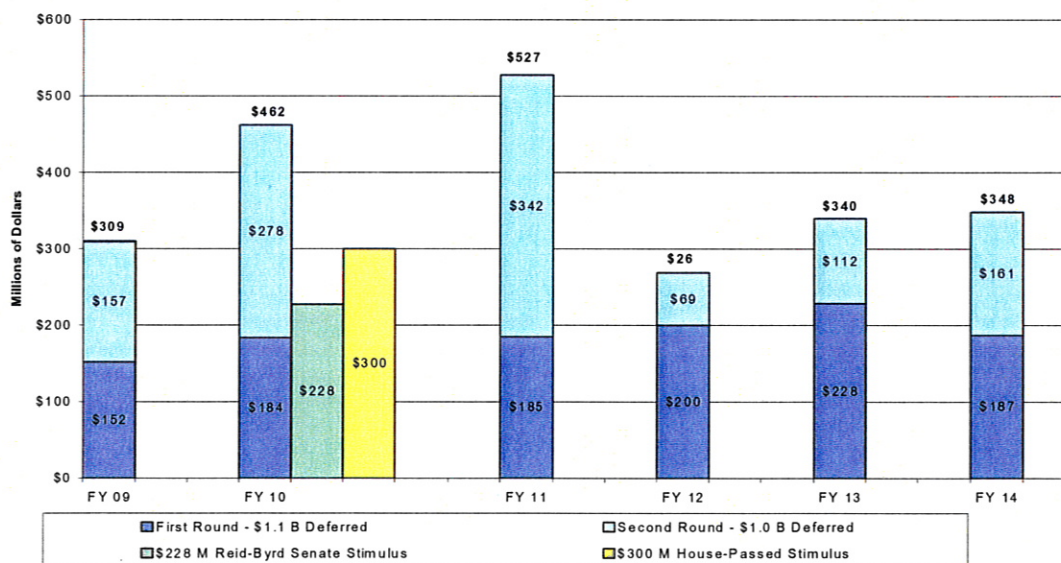
MD Transportation Industries	Average MD Employment in 2007	Total MD Wages
Heavy/Civil Engineering/Specialty Construction	144,085	\$7.0 billion
Transportation Service Providers	32,172	\$1.8 billion
Transportation Equipment Manufacturing	8,283	\$528.9 million

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How MDOT Will Use Federal Economic Recovery Funds

- “Fix It First”: MDOT is focusing on system preservation that move quickly to save and create jobs
- MDOT has identified an illustrative list of \$424 - 566 million in system preservation projects that could be advertised within 180 days, including:
 - \$230 - \$285 million in highway projects;
 - \$114 - \$201 million in transit projects; and
 - Over \$80 million for Maryland’s airports.
- Illustrative Highway Projects – Confirmed range
 - Safety Projects
 - Upgrading traffic signals at locations statewide with battery backup systems (\$ 1 million)
 - Resurfacing Projects to extend pavement service-life an average of 15 years
 - I-83 from Downes Road to the PA line, Baltimore County (\$4 million)
 - MD 355 from DC line to MD 191, Montgomery County (\$4.5 million)
 - MD 410 from MD 201 to Riverdale, Prince George’s County (\$2.9 million)
 - US 50 (westbound) from Barber Road to Choptank River, Talbot County (\$2 million)
 - Bridge Projects to rehabilitate and replace structurally-deficient bridges
 - Redecking of 3 bridges at the MD 32/I-95 interchange, Howard County (\$15 million)
- Illustrative Transit Projects
 - MTA bus purchases (\$58 million)
 - Local bus purchases (\$3.5 million)
 - Light Rail Falls Road Station Parking Expansion (\$2.3 million)
 - MARC BWI Station Renovation (\$5 million)
 - Baltimore Metro Stations Restoration (\$5 million)
- Regardless of how large the package may be, Economic Recovery transportation funds will not make up for the \$2.1 billion in deferrals from the Final FY 2009-2014 capital program.

Capital Deferrals versus Economic Recovery Packages Introduced to Date



- Economic Recovery funds will save and create jobs not just in Maryland, but in regions where the materials, vehicles and supplies are produced.
- MDOT stands ready to make proper use of federal funding, distributing it equitably for the benefit of all of Maryland.
- We will keep our promise to protect our transportation system for Maryland families today and for years to come.